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Date of this Notice: June 1, 1984

Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Paul Maltzer Telephone: (415) 558-5261

Project Title: 84.41E Hills Plaza

Project Sponsor: Hills Bros. Coffee, Inc.

Project Contact Person: CEDEVCO - Joe E. Erway

Project Address: Two Harrison Street

Assessor's Block(s) and Lot(s): Block 3744, Lot 1.

City and County: San Francisco

**Project Description:** Rehabilitation and conversion of office and coffee processing uses in the existing Hills Bros. Coffee, Inc. landmark building; and construction of office residential, support retail, and open space uses. Total development would consist of 587,000 sq.ft. of offices, 100,000 sq.ft. of housing (85 units), 40,000 sq.ft. of support retail and 200,000 sq.ft. of parking. The landmark building at Two Harrison St. would be retained; the remaining six buildings on the site would be demolished.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: June 11, 1984.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;  
2) a \$35.00 filing fee.

  
ALEC S. BASH, Environmental Review Officer

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INITIAL STUDY  
HILLS PLAZA (84.41E)

I. PROJECT DESCRIPTION

Hills Bros. Coffee, Inc. (Hills), proposes to develop office, residential, retail, and open space uses on Assessor's Block 3744, Lot 1, bounded by Folsom, Steuart, Harrison and Spear Sts. (see Figure 1, p. 2). The project site is located at the foot of Rincon Hill in the northeastern waterfront area of San Francisco.

The 151,250-sq.-ft. site contains seven buildings and a surface-level parking lot, all of which are currently occupied by Hills' world headquarters offices and coffee manufacturing operations. The Two Harrison St. building and tower are a City landmark. These structures occupy the southern third of the site, and contain approximately 62,400 gross sq. ft. of office uses and 187,600 gross sq. ft. of coffee manufacturing and warehouse uses. The landmark building would be rehabilitated and converted into office use, totaling 217,000 gross sq. ft. of office, and 33,000 gross sq. ft. of parking. The six buildings which occupy the northern portions of the site contain about 86,800 total gross sq. ft. of coffee manufacturing uses; these buildings would all be demolished as part of the project. New construction on this portion of the site would include about 370,000 sq. ft. of office space; 40,000 sq. ft. of ground-level support-retail space; 100,000 sq. ft. of residential space (85 units); and 167,000 sq. ft. of parking. The project would result in a net increase of 524,600 gross sq. ft. of office space at the site. Table 1 summarizes proposed uses at the project site.

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TABLE 1: GROSS SQUARE FOOTAGE OF FLOOR AREA BY TYPE OF USE PROPOSED

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<u>Use</u>	<u>Rehabilitation</u>	<u>New Construction</u>	<u>Total</u>
Office	217,000	370,000	587,000
Support Retail	--	40,000	40,000
Residential (85 units)	--	100,000	100,000
Subtotal	217,000	510,000	727,000
Parking	33,000	167,000	200,000
TOTAL*	250,000	677,000	927,000

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\* Totals do not include approximately 42,500 sq. ft. of mechanical space.

SOURCE: Whisler-Patri Architects

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Hills Plaza, initial  
study /  
1984.

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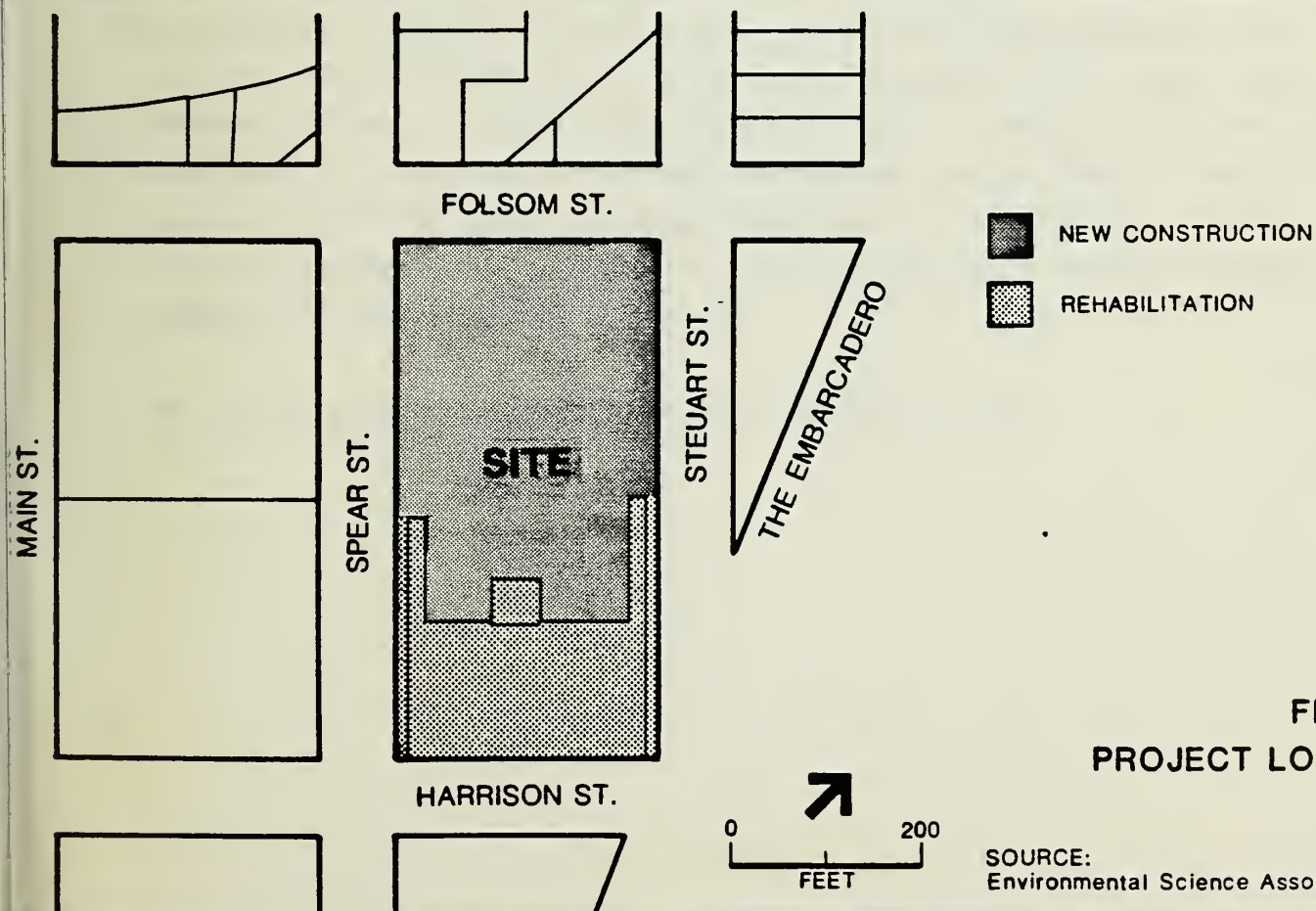
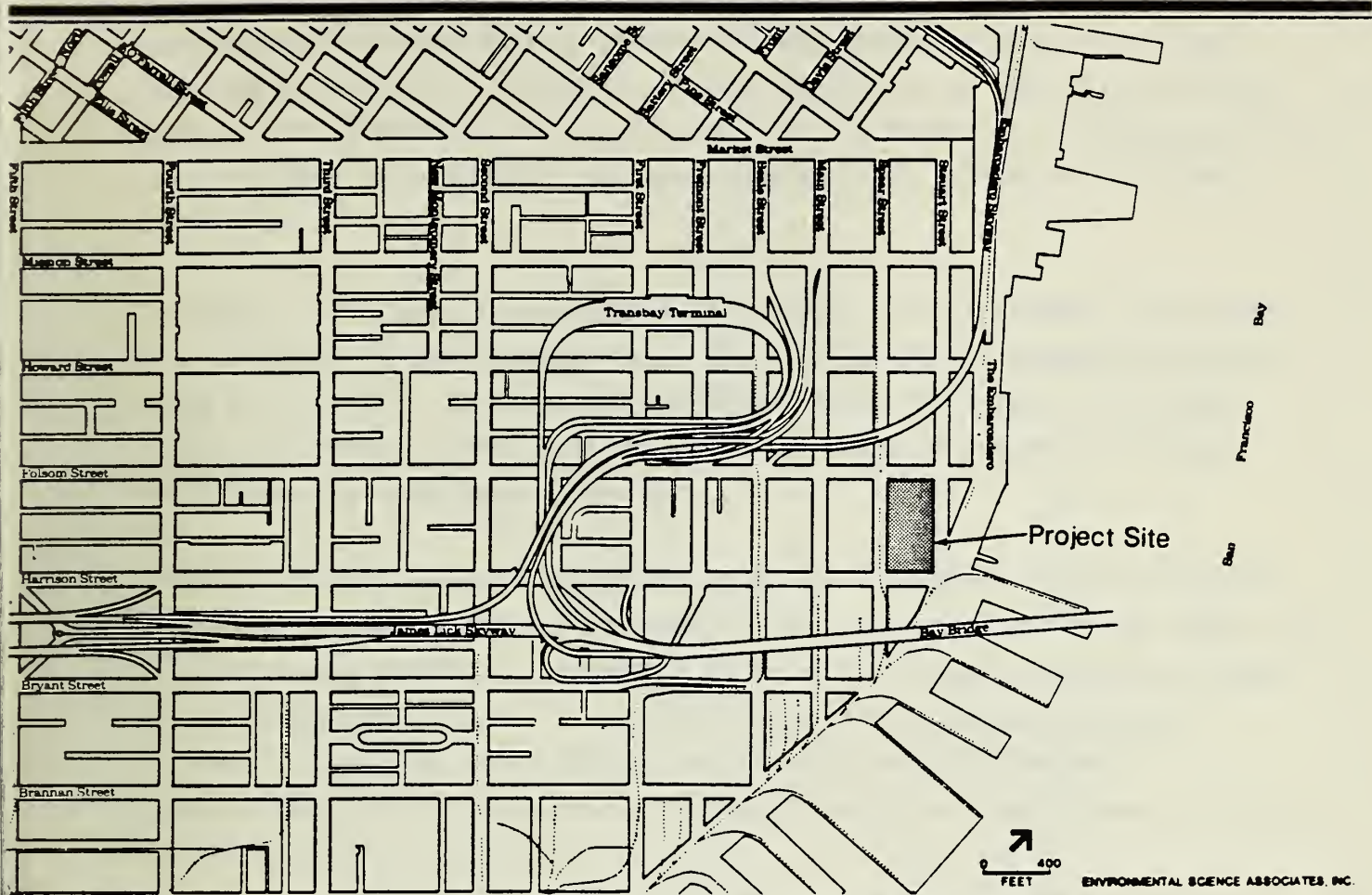


FIGURE 1  
PROJECT LOCATION





Existing coffee manufacturing, production, and packaging uses at the site would be discontinued or consolidated with operations at the existing Hills coffee plant at Mariposa and Arkansas Sts. in San Francisco. The project site would continue to be used for the world headquarters offices of Hills Bros. Coffee, Inc.

The 85-ft.-tall landmark building is six stories, and is flanked to the north by a 175-ft.-tall tower (campanile). The interior of the landmark structure would be completely renovated for conversion into office space, including structural bracing. Some interior floor area would be removed to create a first-floor courtyard open to the sky.

The new construction would consist of an 84-ft., six-story base building with a seven-story tower mid-block on Spear St. all for retail and office uses, and an eleven-story (200-ft.) residential tower at the corner of Spear and Folsom Sts. (See Figure 2, p. 4.) A publicly accessible plaza would extend east-west through the block between the landmark building and new construction; a north-south pedestrian spine would lead from Folsom St. to the through-block plaza (see Figure 3, p. 5).

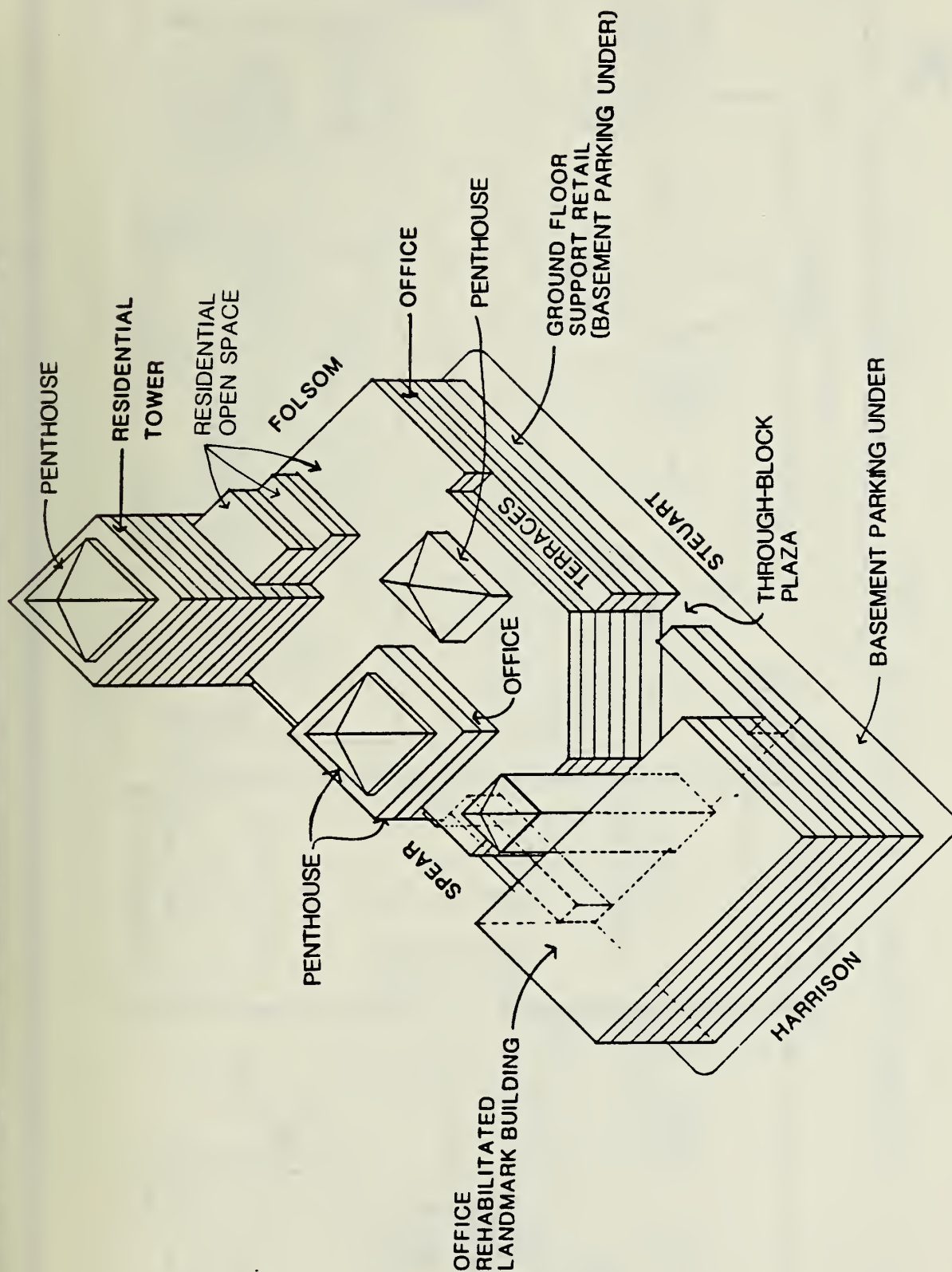
Approximately 410 parking spaces would be provided in two basement levels under the new construction, and in one existing basement level under the landmark building. Vehicles would enter the garage from Folsom St. and exit onto Spear St. Enclosed, off-street loading would be provided by four truck loading and two van spaces, accessed from Spear St. near Folsom. The two existing loading spaces on Spear St. near Harrison would continue to serve the landmark building (see Figure 3, p. 5).

The project architects are Whisler-Patri of San Francisco.



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OPEN-AIR COURTYARDS IN THE LANDMARK BUILDING AND NEW CONSTRUCTION ARE NOT SHOWN, SEE FIGURE 3.

FIGURE 2  
ISOMETRIC VIEW OF PROJECT

SOURCE: Whisler-Patri Architects





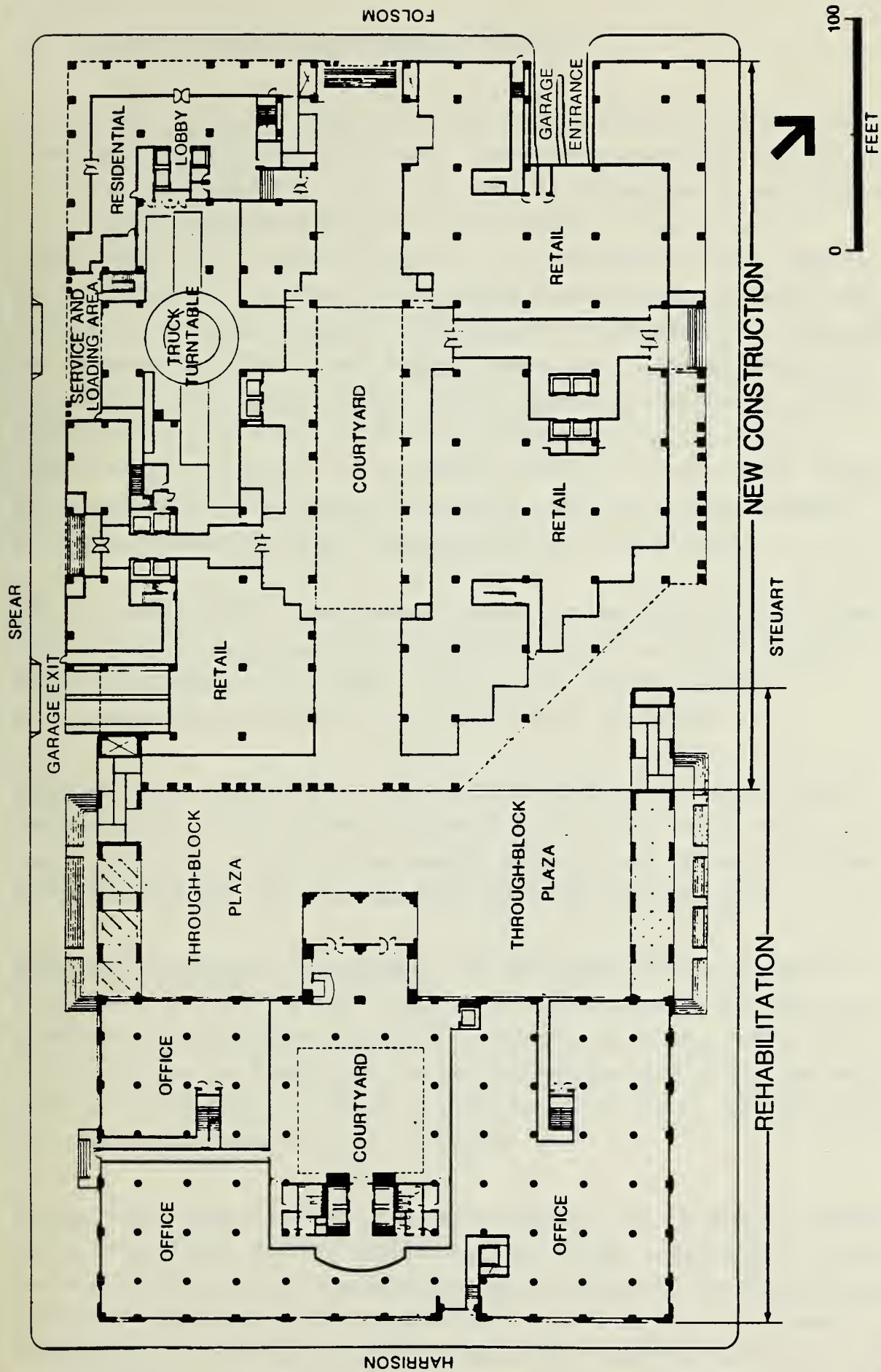


FIGURE 3  
GROUND FLOOR PLAN



## II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

The proposed project is examined in this Initial Study to determine the potential effects on the environment. Some potential effects have been identified as potentially significant and will be analyzed in an Environmental Impact Report (EIR) to be prepared on the project. They include: relationship of the proposed project to the Comprehensive Plan; compatibility of the project with existing zoning and land uses; distant and near views of the project and views affected by the project; relationship of the project to the Comprehensive Plan's Urban Design Element, and to the appearance and scale of surrounding buildings; shadows; housing demand; transportation impacts, both project-specific and cumulative; traffic-generated air quality; cumulative fire protection in the South of Market St. area; energy consumption and conservation; archaeological resources; renovation of the landmark building; and possible growth inducing effects of the project.

The following potential environment impacts were determined either to be insignificant or have been mitigated to an insignificant level through measures included in the project. These items require no further environmental analysis and will not be addressed in the EIR:

Light and Glare: No mirrored glass would be used and the project would conform to City Planning Commission Resolution No. 9212 which restricts the use of mirrored, reflective, and densely tinted glass. Exterior building materials generally would be textured, and would not cause glare.

Employment and Housing Displacement: No employment or housing would be displaced as a result of the project. All existing coffee manufacturing, production, and packaging jobs would be transferred to an existing Hills coffee plant in San Francisco. The current headquarters office jobs would be retained at the site as part of the project. There are no dwelling units on the site, so no housing would be displaced.

Noise: After completion, building operation would not perceptibly increase noise levels in the project vicinity (see pp. 11-12). Operational noise also would be regulated by the San Francisco Noise Ordinance, and Title 25 of the California Administrative Code residential noise insulation requirements. Construction of the proposed building would have short-term effects on noise levels in the project vicinity. Construction equipment and practices would





conform with applicable City ordinances and Department of Public Works recommendations to reduce noise as discussed.

Construction Air Quality: Construction of the proposed project would have short-term effects on air quality in the project vicinity. Mitigation measures are discussed on p. 23.

Wind: The project would not have the potential to cause adverse wind accelerations. Some wind acceleration could be expected to occur along Folsom St. near the 200-ft. residential tower. However, the narrowness of the tower would limit the severity of this acceleration to a level of insignificance (see pp. 16-17).

Public Services and Utilities: The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment with the possible exception of fire protection services which will be discussed in the EIR. Responses of the individual agencies are on file for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor (see p. 17).

Biology: The proposed project would not affect any plants or animals, as the site is completely covered by structures or pavement.

Geology/Topography: A geotechnical report has been prepared by a California-licensed engineer. The project sponsor and contractor would follow the recommendations of this report regarding excavation and construction on the site (see p. 24).

Water: Drainage patterns and water quality would not be altered. In addition to dewatering requirements of the Department of Public Works, a measure to mitigate potential impacts associated with excavation and dewatering would be included in the project (see pp. 24-25).

Hazards: The project would neither cause health hazards nor would it be affected by hazardous uses. A mitigation measure to reduce any possible conflicts with the City's Emergency response plan would be included in the project (see p. 25).



A. COMPATIBILITY WITH EXISTING ZONING AND PLANS.	<u>N/A</u>	<u>DISCUSSED</u>
1. Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	<u>          </u>	<u>          X          </u>
*2. Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	<u>          </u>	<u>          X          </u>
*3. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>          X          </u>	<u>          X          </u>

The following project actions, to be discussed in the EIR, would be required by the Planning Commission: Conditional Use authorization for construction of a residential use in the M-1 district and for an exception to bulk limits; issuance of a Certificate of Appropriateness for exterior alteration of the Two Harrison landmark building; approval (and recommendation to the Board of Supervisors for approval) of a height (zoning) reclassification for the residential tower; discretionary review; and, possibly, a variance for providing fewer parking spaces than required by the existing City Planning Code. The relationship of the project to policies of the Comprehensive Plan, provisions of the City Planning Code, and the proposed Rincon Hill Plan will be discussed in the EIR. The project would not conflict with other adopted plans and goals; however, issues related to compatibility with zoning and plans will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS. Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1. <u>Land Use</u>			
*a. Disrupt or divide the physical arrangement of an established community?	<u>          </u>	<u>          X          </u>	<u>          </u>
b. Have any substantial impact upon the existing character of the vicinity?	<u>          X          </u>	<u>          </u>	<u>          X          </u>

Surrounding land uses are a mixture of parking, commercial, light industry, vacant parcels, and elevated freeway spans. The relationship of the proposed project to surrounding land uses will be discussed in the EIR.

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.





## 2. Visual Quality

YES      NO      DISCUSSED

- \*a. Have a substantial, demonstrable negative aesthetic effect?
- b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?
- c. Generate obtrusive light or glare substantially impacting other properties?

<u>          </u>	<u>    X    </u>	<u>    X    </u>
<u>          </u>	<u>    X    </u>	<u>    X    </u>
<u>          </u>	<u>    X    </u>	<u>    X    </u>

The surrounding buildings in the project area are mostly one to five stories. The EIR will discuss the near and distant views of the project; its visual aspects; and its relationship to the appearance and scale of surrounding buildings. The project's relationship to the policies of the Urban Design Element of the Comprehensive Plan also will be discussed in the EIR. The project would comply with Resolution No. 9212, concerning mirrored, reflective, or densely tinted glass. The windows of the building would be of bronze or light grey solar glazing; no mirrored glass would be used. The project, in general, would be constructed of textured materials (e.g. brick tile or masonry) and would not be a cause of glare. Glare will not be discussed further in the EIR.

## 3. Population

YES      NO      DISCUSSED

- \*a. Induce substantial growth or concentration of population?
- \*b. Displace a large number of people (involving either housing or employment)?
- c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?

<u>    X    </u>	<u>          </u>	<u>    X    </u>
<u>          </u>	<u>    X    </u>	<u>    X    </u>
<u>    X    </u>	<u>          </u>	<u>    X    </u>

No employment or housing would be displaced as a result of the project. All of the existing 150 coffee manufacturing, production, and packaging employees at the site would be transferred to the existing Hills coffee plant at Mariposa and Arkansas Sts. in San Francisco. The current 175 headquarters office workers would continue to work at the site after project completion. During construction on the northern and western portions of the site, these employees would remain in the landmark building, and then would be staged



temporarily into the new construction while the landmark building is rehabilitated. There are no dwelling units on the site, so project construction would not reduce the housing supply. Employment and housing displacement will not be discussed in the EIR. The proposed project would be expected to create a demand for housing in San Francisco, which would be partially met by the 85 units proposed in the project. This will be discussed in the EIR. The EIR will also discuss the potential growth inducing effects of the project.

4. <u>Transportation/Circulation</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	<u>      </u>	<u>      X      </u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	<u>      </u>	<u>      X      </u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u>X</u>	<u>      </u>	<u>      X      </u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	<u>      </u>	<u>      X      </u>

Increased employment, and added retail and residential traffic at the site would increase demand on existing transportation systems, including effects on the existing traffic load and capacity of the street system. The number of pedestrians in the area would also increase. The project would not cause alterations to existing circulation patterns except during construction; its effects on circulation patterns during construction will be discussed in the EIR. Although transportation effects of the project by itself would not be expected to be substantial, the transportation impacts from cumulative development (to which the project would contribute) could have a significant effect. Project-related impacts and cumulative transportation, parking and circulation impacts will be analyzed and described in the EIR. Relevant policies of the Transportation Element of the Comprehensive Plan also will be discussed.





## 5. Noise

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Increase substantially the ambient noise levels for adjoining areas?	<u>      </u>	<u>  X  </u>	<u>      X      </u>
b. Violate Title 25 Noise Insulation Standards, if applicable?	<u>      </u>	<u>  X  </u>	<u>      X      </u>
c. Be substantially impacted by existing noise levels?	<u>      </u>	<u>  X  </u>	<u>      X      </u>

### Existing Noise Environment

The noise environment of the project site is dominated by vehicular traffic on nearby streets, the Embarcadero Freeway and Bay Bridge. The Environmental Protection Element of the Comprehensive Plan indicates a day-night average noise level (Ldn) of 70 dBA on Folsom and Harrison Sts., and 80 dBA on the Embarcadero Freeway and Bay Bridge as of 1974./1,2/ The Environmental Protection Element contains guidelines for determining the compatibility of land uses with various noise environments. For noise levels of 70 dBA and above, the guidelines recommend that new office construction be undertaken only after a detailed noise analysis, and that new residential construction or development generally be discouraged. Residential construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

Noise measurements taken along Folsom and Harrison Sts. during the weekday p.m. peak hour/3/ indicate an Leq of 70 dBA and an Lmax of 84 dBA on Harrison St., and an Leq of 71 dBA and an Lmax of 81 dBA on Folsom St./4/ Coffee manufacturing, processing, and packaging at the Hills plant is an existing source of noise in the project vicinity. Periods of peak production occur daily from about 9:00 a.m. to 2:30 p.m. During peak production operations, noise levels can (with windows open) reach up to 85 dBA on the four sidewalks surrounding the project site./5/

### Operational Noise

Project operation would not increase existing noise levels in the project vicinity, and would, in fact, eliminate noise sources associated with coffee



operations at the site which contribute to noise levels to 85 dBA surrounding the project site (see above). Traffic generated by the proposed project would increase traffic noise by less than one dBA. A one dBA increase in environmental noise is imperceptible to the untrained human ear.

Mechanical equipment for building operation would be regulated by the San Francisco Noise Ordinance, San Francisco Municipal Code, Section 2909, "Fixed Source Noise Levels," which limits noise at the property line to 70 dBA from 7:00 a.m. to 10:00 p.m., and to 60 dBA from 10:00 p.m. to 7:00 a.m. The project sponsor would be required to comply with the ordinance. The proposed project is within about 75 yds. of the Embarcadero Freeway and within about 110 yds. of the Bay Bridge. Noise from these freeways could affect occupants of the proposed buildings, particularly those on the upper floors of the residential tower at Spear and Folsom Sts. Noise levels are higher above the freeway than at ground level, where the freeway structure itself shields the ground level from traffic noise. The residential tower would be subject to Title 25 of the California Administrative Code, which provides standards for maximum interior noise levels in residential units located in areas with an exterior CNEL/2/ of 60 dBA or more. Title 25 Noise Insulation Standards would ensure that indoor noise levels would be low enough to safeguard the health of residents. Specifically, Title 25 requires that a qualified acoustical engineer perform an analysis of the proposed structure and identify measures to be incorporated in the building design and construction to ensure that the interior annualized CNEL does not exceed 45 dBA. Open spaces, such as balconies and courtyards, which are required by the City Planning Code, are not subject to Title 25 and may be subject to ambient noise levels in excess of 70 dBA CNEL, rendering this open space largely unusable. A mitigation measure has been incorporated into the project to minimize noise levels in private residential open space (see p. 22). Operational noise will not be discussed in the EIR.

## Construction Noise

Demolition, excavation, construction and renovation would temporarily increase noise in the site vicinity. For the new construction, demolition and site clearance would take about eight weeks; excavation about eight weeks; pile





driving about six weeks; and structural work, interior and exterior finishing about 24 months. Rehabilitation of the landmark building would require about 12 months to complete.

Existing headquarters office workers would remain in the landmark building during construction on the northern portion of the site. These workers would be affected by construction noise, particularly workers in offices on the northern side of the building. Typical construction noise levels, other than for piledriving, range from 78 to 89 dBA at 50 ft./6/; thus workers in the landmark building would experience maximum noise levels of up to 73 dBA with windows open, and 68 dBA with windows closed. In surrounding buildings within 100 ft. of the site, noise levels could reach 72 dBA with windows open, and 67 dBA with windows closed. Surrounding buildings are mostly occupied by light industrial and warehouse uses with openable windows; some commercial uses are at the southwest corner of the intersection of Harrison and Spear Sts. The nearest residents are on Guy Place, five blocks west of the project site; these residents would not be affected by project construction noise.

Conventional unmuffled and unshielded piledrivers emit noise levels of 100 to 110 dBA at a distance of 100 ft. each time the pile is struck. The Noise Ordinance (Sections 2907b and c) limits noise emissions from powered construction equipment other than impact tools and equipment to 80 dBA at a distance of 100 ft. Impact tools and equipment must have intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works as achieving maximum noise attenuation. To date, no muffled and/or shielded piledriver has been approved for use in San Francisco. Thus, use of any impact-type piledriver would be in violation of the ordinance. However, the Department of Public Works allows piledriver operation under certain conditions, which may include specification of a relatively quiet piledriver, predrilling of pile holes, and specification of hours of operation in order to reduce the number of people exposed. Piledriving would occur intermittently over a six week period; actual pounding would occur during a 5 to 15 minute span per pile. Noise levels during piledriving (assuming 100-dBA noise emission at 100 ft.) could reach a maximum of 90 dBA in the landmark building with windows open and 85 dBA with windows closed. In surrounding buildings, workers could experience noise levels of up to 89 dBA with windows open, and 84 dBA with windows closed. Noise levels above 60 dBA can interfere normal speech and concentration, and noise levels above 45 dBA can interfere with sleep.





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Vibrations from the impact during piledriving would be felt in the landmark and nearby buildings; these vibrations have been found to be more disturbing to some people than the high noise levels./7/ The project sponsor has agreed to the mitigation measures on p. 23 in order to minimize piledriving and vibration impacts. These temporary construction noise effects will not be discussed in the EIR.

#### NOTES - Noise

/1/ dBA - Decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. A decibel is a logarithmic unit of sound intensity. Sound waves traveling outward from a source, exert a force known as sound pressure level (commonly called "sound level") measured in decibels.

/2/ Ldn - An averaged sound level measurement, based on human reaction to cumulative noise exposure over a 24-hour period, which takes into account the greater annoyance of nighttime noises. Noise between 10:00 p.m. and 7:00 a.m. is weighted ten dBA higher than daytime noise. CNEL, the Community Noise Equivalent Level, is similar to Ldn but includes an additional weighting of five dBA for noise between 7:00 p.m. and 10:00 p.m.

/3/ Existing noise levels at the project site are based on noise measurements taken by Environmental Science Associates on Monday, April 23, 1984 between 4:30 p.m. and 5:30 p.m.

/4/ Leq is the equivalent steady-state sound level which is a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period. Lmax is the maximum noise intensity reach during the period of time of the measurement.

/5/ Noise levels during peak production at the Hills plant are based on noise measurements taken by Environmental Science Associates on Monday, April 23, 1984 between 1:00 p.m. and 2:00 p.m.

/6/ Bolt, Beranek and Newman, December 31, 1971, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, prepared for the U.S. Environmental Protection Agency.

/7/ The Central Institute for the Deaf, Effects of Noise on People, U.S. EPA, 1971.

#### 6. Air Quality/Climate

- \*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?

<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
_____	<u>  X  </u>	<u>  X  </u>





	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*b. Expose sensitive receptors to substantial pollutant concentrations?	<u>      </u>	<u>  X  </u>	<u>      X      </u>
c. Permeate its vicinity with objectionable odors?	<u>      </u>	<u>  X  </u>	<u>                  </u>
d. Alter wind, moisture or temperature (including sun shading effects), so as to substantially affect public areas, or change the climate either in the community or the region?	<u>  X  </u>	<u>      </u>	<u>      X      </u>

Air quality data collected by the Bay Area Air Quality Management District show that San Francisco experiences infrequent violations of the ambient air quality standards for ozone, carbon monoxide (CO) and total suspended particulates (TSP). Climatic conditions in San Francisco allow rapid dispersal of air pollutants, so that local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather, their impact is to add to regional accumulation of pollutants.

Two types of air quality impacts could be expected from the proposed building: long-term impacts related to use and operation of the project, and short-term impacts from construction activity. Impacts related to use and operation of the project will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Demolition, earthmoving, and construction activities would affect local air quality, especially total suspended particulates (TSP), for about the first four to six months of construction. Large particulates generated during site preparation and construction would settle quickly and would not be a nuisance or health hazard; fine particulates, less than 30 microns in diameter, would remain suspended for a longer period, and could cause respiratory problems. Dust fall could be expected at times on surfaces within 200 ft. of the site under low winds. No sensitive receptors would be affected by construction air-quality effects, as there are no school or hospital/medical uses in the project vicinity, and the closest residents are located on Guy Place, five blocks west of the project site.



The state 24-hour TSP standard of 100 micrograms per cubic meter would probably be violated on and adjacent to the site several times during construction. The frequency and levels of violation cannot be reliably predicted because they are strongly dependent on meteorological conditions, soil composition on-site, and most importantly, the type and schedule of use of construction machinery employed. Construction activity would vary unpredictably during the period when TSP would most likely cause problems.

The project sponsor has agreed to mitigation measures to reduce particulate emissions generated during construction activities (see pp. 23-24). Construction air quality effects will not be discussed in the EIR.

### Wind and Shadow

Existing buildings on the site are one to six stories. Shadows cast on sidewalks and structures near the project site would be increased in some areas by the new construction. A potential open space area in the Rincon Point Redevelopment Area is located east of the site, across The Embarcadero. The new construction would increase shadows cast on the southernmost portions of this potential open space during late afternoons in March, September and December. These effects will be discussed in the EIR; this analysis will include shadow diagrams.

The project does not appear to have the potential for adverse wind accelerations, and a wind tunnel study has not been recommended./1/ Most of the project, except for the residential tower, is low-rise and would not have the potential for adverse wind accelerations at ground level. The residential tower at Folsom and Spear Sts. would be very exposed to winds from the southwest due to the absence of intervening buildings east of the tower site./1/ Some wind acceleration along Folsom St. near the residential tower could be expected; however, the narrowness of the tower would limit the severity of the acceleration to a level of insignificance./1/ The proposed through-block plaza and open air courtyard in the new construction would be situated so that unusually windy conditions would be unlikely./1/ The project effects on the potential open space area east of the site would be unnoticeable./1/



NOTE - Air Quality/Climate

/1/ Donald Ballanti, Certified Consulting Metereologist, letter, March 18, 1984. Letter is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, 5th Floor.

7. <u>Utilities/Public Services</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
*b. Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	_____
c. Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	_____

Providers of utilities and public services have been contacted and have indicated that existing capacities are adequate to serve the project. The Police Department has suggested that the project incorporate an internal security force to minimize the project's possible impact on the Police Department. The project would incorporate an internal security program, including security stations, staffed with a 24-hour security force; closed circuit televisions; and employee cards and card readers. Statements from service providers are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St., 5th Floor. No further analysis of utilities and police protection is necessary in the EIR. The Fire Department has indicated that with continued development in the South of Market area, it may be necessary for them to reopen a station, possibly within the next five to ten years. The project would conform to Life Safety Provisions of the San Francisco Building Code requiring sprinklers, emergency on-site water storage and generators, thereby minimizing potential fire hazards and the need for fire equipment and personnel. Fire Department service needs due to cumulative development in the South of Market area will be discussed in the EIR.





8. <u>Biology</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	_____
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	_____
c. Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	_____
9. <u>Geology/Topography</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<u>X</u>	_____	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	<u>X</u>

A portion of the project site is in a Special Geologic Study Area as designated in the Community Safety Element of the Comprehensive Plan. The soils beneath the site are about 10-20 ft. of artificial fill, underlain by 0-40 ft. of bay mud. The bay mud is underlain by shale and sandstone bedrock of the Franciscan Formation. Bedrock directly underlies the fill in the southern part of the site, and dips to about 60 ft. below the surface at its northermost corner./1/

The site is in an area that is known to have liquefied during the 1906 earthquake. Subsidence also has been noted in the project vicinity. Because the project would be supported almost entirely on foundations resting on bedrock, subsidence and liquefaction would have minimal effects on the project./1/

Groundshaking in a 1906-intensity earthquake is expected to be "strong" for all but the northernmost edge of the site, and "very strong" for the northern edge. "Strong" shaking could crack masonry walls and brickwork, while "very strong" shaking could badly crack and occasionally collapse masonry



structures. Modern structures built to the current seismic code, including the proposed project, should be able to withstand shaking at these levels of intensity without severe structural damage or collapse. Some damage and injuries could occur from toppling lamps, bookcases, and other fixtures, and from falling glass. To minimize the existing potential for earthquake damage, the landmark building would be structurally braced, and brought up to current codes for renovation of existing buildings./2/

The northern portion of the site would be excavated to a depth of about 14 ft. below the existing surface, with deeper excavations at elevation pits and certain other locations. About 45,000 cubic yards of material would be removed from the pit and disposed of at an off-site location selected by the excavation contractor./1/ The excavation pit probably would be shored using driven sheet piling or soldier beams and lagging. There would be no excavation under the existing Hills landmark building. Where necessary, a berm would be maintained between the excavation of the new construction and the existing foundations of the landmark building./1/ This berm would reduce the likelihood of adverse effects of excavation on the landmark structure. Geologic hazards and changes to the topography of the site will not be discussed in the EIR.

#### NOTES - Geology/Topography

/1/ Richard Rodgers, Chief Engineer and Vice President, Lee and Praszker, Consulting Geotechnical Engineers and Geologists, letter, February 17, 1984.

/2/ Walter Buehler, Buehler & Buehler Associates, telephone conversation, May 4, 1984.

10. <u>Water</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	_____
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_____	<u>X</u>	<u>X</u>
*c. Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	_____





The existing water table is at about six to eight ft. below the surface; dewatering of about eight to ten ft. below the surface would be required./1/ Water would be directed to the existing City storm sewer system. As required by the Department of Public Works (DPW), Bureau of Engineering, the sponsor would implement measures to ensure that dewatering would not result in sedimentation in the City storm sewer, or settlement of nearby properties (DPW Standard Specifications, Sections 108.07, 108.17, and 1108.08). This matter will not be discussed in the EIR.

NOTE - Water

/1/ Richard Rodgers, Chief Engineer and Vice President, Lee and Praszker, Consulting Geotechnical Engineers and Geologists, letter, February 17, 1984.

11. <u>Energy/Natural Resources</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u>X</u>	_____
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u>X</u>	_____

The project would be designed and constructed to conform with the energy requirements of Title 24 of the California Administrative Code. Converting existing coffee manufacturing, production, and packaging uses at the site to office, retail and residential uses would most likely decrease total energy consumption at the site. Project-generated and cumulative energy consumption and project conservation measures will be discussed in the EIR.

12. <u>Hazards</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_____	<u>X</u>	_____
*b. Interfere with emergency response plans or emergency evacuation plans?	_____	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	_____	<u>X</u>	<u>X</u>



The proposed project would result in a greater number of people on the site, which would increase the difficulty of evacuating people from the site if an emergency evacuation were required. An evacuation and emergency response plan has been committed to by the project sponsor to mitigate this impact (see p. 25). The building would conform to Life Safety Provisions of the San Francisco Building Code, thereby minimizing potential fire hazards. Because of the mitigation measure proposed as part of the project, this issue will not be discussed in the EIR.

### 13. Cultural

YES    NO    DISCUSSED

\*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?

\_\_\_\_\_ X    X

\*b. Conflict with established recreational, educational, religious or scientific uses of the area?

\_\_\_\_\_ X    \_\_\_\_\_

c. Conflict with preservation of any buildings of City landmark quality?

\_\_\_\_\_ X    X

The project site contains the Hill Bros. Coffee, Inc. building, a designated City landmark, featuring romanesque architecture. The proposed project would not conflict with the preservation of the existing landmark building, as this building would be retained as part of the project; however, the retention and renovation of the landmark building will be discussed in the EIR.

Portions of the site were part of the historic shoreline of San Francisco. Therefore, historic or cultural resources could be located beneath the site or in the site area. Archaeological resources will be discussed in the EIR.

### C. OTHER

YES    NO    DISCUSSED

Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?

\_\_\_\_\_ X    \_\_\_\_\_



#### D. MITIGATION MEASURES

YES    NO    N/A    DISCUSSED

1. If any significant effects have been identified, are there ways to mitigate them?

X    \_\_\_\_\_    \_\_\_\_\_    X

2. Are all mitigation measures identified below included in the project?

X    \_\_\_\_\_    \_\_\_\_\_    X

#### Noise

##### Operation

- As recommended by the Environmental Protection Element of the San Francisco Comprehensive Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and presented to the Departments of Public Works and City Planning before issuance of permits for new building construction by the Central Permit Bureau. Recommended noise insulation features, including fixed windows and climate control for office space and noise attenuation features for residential open space would be part of the proposed project as necessary to reduce noise levels to those required by State law or recommended in the Comprehensive Plan.

##### Construction

- The project sponsor would require the contractor to muffle and shield intakes and exhaust of construction equipment, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.
- The project sponsor would require the general contractor to construct barriers around the site and around stationary equipment such as compressors; these barriers could reduce construction noise by as much as five dBA. The sponsor would require the general contractor to locate stationary equipment in pit areas or excavated areas, as these areas would serve as noise barriers.





- The project sponsor would predrill holes for piles in order to minimize noise and vibration from piledriving. The actual pounding from piledriving would occur during a 5 to 15 minute span per pile. The sponsor has agreed to restrict piledriving to hours required by the Department of Public Works.
- The level of vibration in the landmark building would be mechanically monitored during piledriving for the new construction. Should unacceptable levels occur, mitigation measures would be taken, after conferring with the Department of Public Works - Bureau of Engineering, to protect the structure and minimize effects on office workers in the landmark building.
- To reduce construction noise effects in offices at the landmark building, office functions and personnel fronting the construction site would be relocated to less exposed areas of the building. Alternatively, the project sponsor would cover windows fronting the construction site with plywood, plastic, glass or gypsum board, and provide gaskets for entry doors during project construction. The measure selected would depend on the feasibility of relocation of office functions and personnel within the building, and the potential need to maintain openable windows during phases of construction.

## Air Quality

### Construction

- During excavation, unpaved demolition and construction areas would be wetted down with water to reduce dust emissions; two wettings per day with complete coverage would reduce particulate emissions (dust) by about 50%.
- The sponsor would require the general contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions. During construction, trucks in loading and unloading queues would turn off their engines to reduce vehicular emissions.



## Geology/Topography

- During excavation, the contractor would shore up or otherwise protect the sides of the excavation against lateral movement of soils. If required, the landmark building would be underpinned to prevent structural damage.
- The landmark building would be closely monitored to minimize potential adverse effects such as cracking or tilting during construction.
- The project sponsor has had a geotechnical report prepared for the project by a California-licensed engineer, and would comply with the recommendations of that report for foundation design and site preparation. This measure would reduce the potential for building damage or failure due to geological, soils, or seismic conditions at the site.
- During construction, the contractor would sweep streets adjacent to the construction site mechanically or by hand to prevent siltation of storm drains and generation of dust. The contractor would also confine construction equipment, maintenance, and refueling activities to locations where potential petroleum spillage could be contained.
- Where necessary, the project sponsor would maintain a berm in the excavation between the new construction and the foundations of the existing landmark building.

## Water

- The final soils report to be prepared by the California-licensed engineer for this project will address the potential settlement and subsidence impacts of dewatering of the site. Based on the soils report, a determination would be made as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) will be retained by the project sponsor to perform this monitoring. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the





survey and any necessary repairs to service under the streets would be borne by the contractor.

### Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the plan developed for the proposed building. The emergency plan of the proposed building would be reviewed by the Office of Emergency Services and implemented by building management insofar as possible before issuance by the Department of Public Works of final building occupancy permits.

E. MANDATORY FINDINGS OF SIGNIFICANCE	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_____	<u>X</u>	_____
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_____	<u>X</u>	<u>X</u>
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>X</u>	_____	<u>X</u>
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>X</u>	_____
*5. Is there a serious public controversy concerning the possible environmental effect of the project?	_____	<u>X</u>	_____



As required by sections 15126(e) and 15127(a) of the State EIR Guidelines, the EIR will discuss the project's potential to achieve short-term goals to the disadvantage of long term, environmental goals.

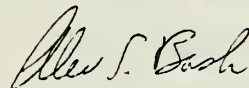
The project would contribute to cumulative transportation impacts in the Rincon Hill area. This issue will be analyzed in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY:

\_\_\_\_\_ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

\_\_\_\_\_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers \_\_\_\_\_ in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

  X   I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Alec S. Bash  
Environmental Review Officer

for

Dean L. Macris  
Director of Planning

Date: May 31, 1984



FEDERAL AND STATE AGENCIES

State Office of Intergovernmental  
Management (10)

Hillman Properties West, Inc.

San Francisco Building and  
Construction Trades Council

REGIONAL AGENCIES

Association of Bay Area Governments

San Francisco Chamber of Commerce

San Francisco Ecology Center

California Archaeological Site Survey  
Regional Office

San Francisco Planning &  
Urban Research Association

CITY AND COUNTY OF SAN FRANCISCO

Bureau of Building Inspection

San Franciscans for Reasonable Growth

San Francisco Forward

Landmarks Preservation Advisory Board

San Francisco Redevelopment Agency

Paula Jesson, Deputy City Attorney

San Francisco Tomorrow

Port of San Francisco

Senior Escort Program

Recreation & Park Department

Sierra Club

San Francisco Department of Public  
Works

South of Market Alliance

Traffic Engineering Division

Tenants and Owners Development Corp.

San Francisco Fire Department

ABUTTING PROPERTY OWNERS (LOT/NO.)

San Francisco Municipal Railway  
MUNI Planning Division

3740/32, 3741/11, 27, 3745/8

State of California

CALTRANS, Right of Way Division

San Francisco Public Utilities  
Commission

3740/31

Martin C. Levin Inv. Co.

San Francisco Real Estate Dept.

3741/29

William & Dorothy Blake

GROUPS AND INDIVIDUALS

DKS Associates

3741/28

Thomas & Lucille Feeney

Friends of the Earth

3742/10

Terminals Equipment Co.

The Foundation for San Francisco's  
Architectural Heritage

3743/1

Port of San Francisco  
Property Department

Sue Hestor





3745/1  
United States of America  
General Services Administration

Government Publications Department  
Hastings College of the Law - Library  
Institute of Governmental Studies

3745/9  
Fred Karren  
Fitzpatrick Karren Associates  
3768/1  
Atchison, Topeka & Santa Fe Railroad  
Property Improvement Department

3769/2A  
JMC Holdings, Inc.  
c/o Darlene Clark

PROJECT SPONSOR AND REPRESENTATIVES

Hills Bros. Coffee, Inc.

CEDEVCO

Whisler-Patri Architects

Farella, Braun & Martel

MEDIA

KP00 - FM

San Francisco Bay Guardian

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

Tenderloin Times

LIBRARIES

Cogswell College Library

City Library - Civic Center  
Document Library

Environmental Protection Agency Library

Stanford University Library

